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## INFORMATION REPORT

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COUNTRY

Rumania/Bulgaria/Yugoslavia

SUBJECT

Danube Harbors

REPORT

DATE DISTRIBUTED

16 Dec 1954

NO. OF PAGES

3

NO. OF ENCLS.

SUPPLEMENT TO REPORT #

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1. Rumanian Harbors on the Danube -- Kalarash is located on the left bank of the Danube in the Barea. Villages below Silistra on the right bank are Ostrov, Oltina where much food is loaded on ships, Mariyano ~~also~~ where food is also exported, as it is from Rasova, Boyaschik for bread grain shipments, and Topal with a small harbor for food export. The town of Khurshova is a relatively large harbor and exports much food. The city Cherna Voda -- here there is a bridge ~~over~~ <sup>over</sup> Barea River which passes the swamp and across the Danube ~~is~~ <sup>is</sup>.
2. On the left bank is Kalarash and the following villages: Plo Petre, and Chislik Punktuble, both used to export food, Gura Garsutsi, Stankutsa, and Punktebish to export food occasionally. The town of Braila is on the left bank and is simultaneously a Danube and Black Sea Harbor. Seagoing vessels of one thousand to 1200 tons are loaded with food, lumber such as planks, beams, etc. Goods unloaded in this harbor include rice, colonial goods ~~such as coffee, cocoa~~ and manufactured goods. In this harbor there is an estuary where Danube and seagoing vessels spend the winter. There is a large silo for food and fodder, a large storage place for textile goods and colonial goods, a coal dump, and five shipyards.
3. The town of Galati on the left bank of the Danube is a large harbor. In the estuary of this harbor there is a large silo, several stores for textile and colonial goods. Outside the harbor there are large store houses. The estuary is used to load lumber on seagoing vessels. The shipyard builds Danube and seagoing vessels, including naval vessels and submarines.
4. The town of Renina is on the left bank of the river in Besarabia. This is a Soviet harbor where much food, tobacco, machines, pulp, cement, iron ore, etc are loaded, originating from the Soviet Satellite countries. There is a large silo for food and large underground and surface gasoline tanks. The Soviet naval flotilla and frontier army is located here.
5. The town of Isaccoa, on the right bank, is used to load lumber. The town of Tulcea, on the right bank, has a large hide processing factory and a shipyard for Rumanian fishermen in the Danube delta. The town of Sulina is on the left bank with a shipyard for Danube and Seagoing vessels.

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6. The town of Ismail has a Soviet harbor near Kiliyski, where there is a large silo and where many goods from the Satellites are unloaded. There is a naval flotilla here, both on the Danube and on the Black Sea, and near the bank seagoing vessels and dredges may spend the winter. It is called Kupaza Balka. Nearby there is an estuary used by the Soviet Naval fleet during the winter. In this harbor the Directorate of the Soviet Danube fleet is located. Above the harbor there is a shipyard for small scale repair of ships and barges. The harbor town Nova Kiliya is near Kiliyski on the left bank and is also a Soviet harbor. There is an estuary between the island and bank which is used by Danube and seagoing vessels, as well as barges, during the winter period. In the canal itself there is a silo and a shipyard for naval and river vessels. Soviet infantry and tank units are stationed here. The Rumanian fishing center, Stara Kiliya, on the right bank is near Kiliyski Bay. Vulkov village on the left bank near Kiliyski Bay is a Soviet harbor. Below the harbor there is a large canal. This is a main base for Soviet seagoing and river-going naval vessels. This Soviet fleet conceals itself in a canal known as Ochakov. It is a fishing center.
7. Rumanian harbors upstream from Kalarash include the city of Oltenita below Tutrakan and three km from it. There is a shipyard for new construction and for repair of ships and barges. Here food and gravel and stones for highway construction are loaded.
8. Gyurgevo is one km from Ruse. There are many petroleum and oil tanks here, connected by subterranean pipelines directly with refineries in Purishti and Kumpina. There is a shipyard for the construction of new ships and for repair work, a large sugar factory called Danobiyana, and a refinery for gasoline, petroleum and oil. The estuary was used by the Bulgarian ferryboat, Sofia, which travelled between Ruse and Gyurgevo. Two large storerooms are here, four electric cranes, a customs house, the harbor administration, a railroad station, postoffice, police station, a passport section and a frontier military point, [frontier post].
9. In Ramadan region opposite Ruse, there are five tanks for gasoline, petroleum, and oil, surrounded by a one m thick concrete wall. Zimnitsa is opposite Srishtov. It has a silo for bread grain and much food is exported. Turnu-Magireli is opposite Nikopol. It has a silo for cleaning and storing of bread grains. There is an estuary at this point where ships and barges spend the winter. The town of Korabiya is located opposite Magura, and [? (Nikopol Okoliya). It has a silo for cleaning bread grain. Lumber, salt, grain, and food, are loaded here intended for Bulgaria. The village of Bistrets is located opposite Garni Tsibur. Much bread grain is transported here. The village of Rast opposite [?] is used to export food but there is no silo in this harbor. Nebuna is opposite Skomnya and wood from acacia trees is exported. The village Dosa, opposite Akchar Palanka, is used to load bread grain. The village of Chuparchen [?] is opposite Vidin. An island is here where ships and barges can spend the winter. Much lumber is loaded here for heating purposes.
10. Kalasat, three km above Vidin, exports quantities of food. It is also a transfer point for goods which come via Bulgarian ferryboat from Vidin intended for the Satellite countries. The harbor includes police, a frontier guard and a customs administration. The village of Muglavit is opposite Kirembek. Much lumber is loaded at this harbor. The village Chitape is opposite Koshava and is used for loading bread grain. The village Vrapa is opposite Novo-Selo, Vidin Okoliya. Much lumber is loaded here. The village Gurla Mare, opposite Vrukh, handles food cargoes.
11. The Yugoslav and Rumanian section of the Danube starts at the village of Pristol, exactly opposite the mouth of the Delta Timok River. It is the beginning of the frontier between Yugoslavia and Rumania on the Danube. Gurla is the first Rumanian harbor opposite Yugoslavia. Here food, lumber for construction and heating is loaded. Cogova is not a big harbor but bread grains are exported and imported here. The village

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of Ostrova Mare is located on an island of the same name. Only a small ferryboat is available which runs between the island and the shore. The majority of the population of this village are sailors. Tsiganash is also only a place at which lumber is loaded. Krivina [sic] is a large village without a harbor, but an important point for loading lumber and bread grain. Much of the population are sailors. Steamships stop here to take on passengers. Vranche [sic] is also a stop to take on passengers. The village is large, but there is no harbor. The village Batotsi is also a passenger stop. Very little lumber is loaded here. Bistritsa [sic] village is 1.5 km away from the Danube but barges stop here to go through the Shimiyan canal. There are many Bulgarian gardeners here.

12. The village of Shimiyan has the same name as the canal and island. Here the water of the Danube is very fast and ships cannot pull more than three barges. Turno Severin is a large harbor where all ships take on special pilots (lotaman) for going through the Zhelevnityevratr (iron gates). The distance from these iron gates to Turno-Severin is 120 km. The harbor has a shipyard which builds Danube and seagoing vessels and performs repair work on ships. A second shipyard is located between Turno-Severin and Skela Sklabovi. It builds ships and barges for the Danube and seagoing vessels out of lumber and iron. Mainly food and lumber for construction and heating are shipped. The harbor does not have an estuary, but loaded or unloaded ships and barges may winter here if it is cold enough for the Danube to freeze. The harbor is directed completely by Soviets who have military units stationed here.
13. A Yugoslav harbor on the Danube beyond the Bulgarian border is Radujevac. This is not actually a harbor, but an important place for loading of alcoholic beverages such as wine and brandy, as well as fruit and fowls for the interior of Yugoslavia. Passengers who go to Semun near Belgrade board ships here. Prahovo is a harbor with two cranes, an electric and a steam crane, and a railroad station. Iron ore for export and for the interior of Yugoslavia are loaded here, as well as wine and brandy. A new estuary for ships and barges spending the winter months has been built here. There is a customs house, a harbor administration, a post office, and militia in this harbor. Kovjak includes two store houses for unloading salt and for export of tobacco, while alcoholic beverages, dry grapes and raisins are loaded here. Mihailovac is a point where only passengers are taken aboard. Brza [sic] is a harbor for lumber, alcoholic beverages and fruit. Karbuva has no harbor, and has only one barge for passengers. Kladovo has a harbor where alcoholic beverages and fruit are loaded. Ships take on special pilots (lotaman) for passage through the iron gate. Above the harbor there is a point called Kladovo where a small number of ships and barges can spend the winter.

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